

# Gulf Yachting Association



Supporting Yachting in the Southeast since 1901

October 2015

## GYA Boat Selection Committee

### Fish Boat 1921-1968

### Flying Scot 1969 -2017

### Viper 640 2018-???

In 1968, a fat little kid on the SYC junior dock overheard some old timers saying “You know – those Flying Scots can plane!”. And so it happened that in 1969 the GYA began utilizing Gordon Douglass Flying Scots as the Club boats in the Capdevielle competition, replacing the Fish boats which were originally built for the Southern Yacht Club in 1918 and sailed for nearly fifty years before being replaced. In 2011, the same fat little boy overheard the GYA One Design Committee and Capdevielle Committee stating that they wanted to replace the Flying Scot with a new more advanced sailing platform.

The GYA was looking for a more contemporary boat to reenergize sailors with the Capdevielle series that has been sailed for nearly 75 years. The boat had to be able to accommodate youth, post college sailors and even that same fat little boy now aged 59, but still be high performance and FUN.

In 2012 the GYA Board of Directors decided to replace the Flying Scot by 2018 in Capdevielle competition, and appointed a committee to begin studying the idea and formulate the criteria for such a replacement boat. Past GYA Commodore David Bolyard, of Pontchartrain Yacht Club, put together such a committee and came up with many items of criteria for a new boat to be utilized. As you can imagine, that criteria was lengthy, demanding and of course had to be affordable. We are

sure that you have seen signs in various places which say that you cannot have “GOOD, FAST and CHEAP – Only 2.” We believe the GYA may have gotten all 3 with their selection. Maybe not cheap, but certainly affordable at around \$33,500.00 race ready.

Nonetheless, in 2014, a New Boat Selection Committee was created by the GYA which was made up of the Executive Committee of the GYA, the Capdevielle Committee Chairman and two representatives from each of Louisiana, Mississippi, Alabama and Florida.

This Committee of fourteen proceeded to meet in person and/or via teleconference every two weeks for nearly a year and one-half.

This new Boat Selection Committee considered approximately fifty boats, ultimately narrowed the field down to around twelve boats, all of which vendors were invited to come to New Orleans for a sail demonstration to be held on November 8, 2014. Coincidentally, that date was the same weekend as the Great Oaks High School Regatta which was attended by over 35 high school teams from all over the country. Nearly all twelve came, demonstrated their boats in high wind conditions, and provided great exposure to anyone interested in seeing what new boats might be available and were being considered by the GYA New Boat Selection Committee. After much deliberation, the field was

narrowed to the Viper 640 and the VX1 – both designed by Brian Bennett and both sporting asymmetrical



spinnakers, sprit poles, fixed drop keels, and extreme FUN. The Viper 640 generally sails with 3-4 sailors and the VX1 generally 2-3 sailors. These two boats were presented to the GYA Board at the Winter Meeting in 2015 and the Committee then went forward in trying to gather information so that all could compare the two boats from a construction, sailing characteristic and cost basis. All of the information was gathered, bids obtained from the manufacturers and ultimately presented to the entire GYA Board of Directors. Demonstrations occurred throughout the entire GYA by both manufacturers offering all an opportunity to sail and experience the capabilities of each of the boats. A town hall meeting was held during the Junior Liptons in Gulfport and ultimately it was left up to the Board of Directors to decide which one of the boats would be best for the GYA, which vote occurred on September 5, 2015 at the Liptons held in Bay Waveland over Labor Day weekend.

*Continued page 2  
GYA Boat Selection Committee*

# GYA Boat Selection Committee

*Continued from page 1*

Although only fifteen Clubs were registered to sail the Liptons, the turnout for the Board of Directors meeting on Saturday morning was the largest that anyone can remember being held in modern history. With thirty-three Clubs being eligible to vote, thirty were present and represented. History was being made, not only with the replacement of the Capdevielle boat, but with the energy, excitement and attendance at the GYA Board of Directors semi-annual meeting. The vote was the last item on the agenda and much discussion ensued as to how the vote should be had whereupon it was ultimately decided to have a roll-call vote. As the selections were being voiced, the room was filled with silence and tension that you could slice with a knife. Of the thirty clubs represented, three abstained from voting and the final vote ended up being fourteen to thirteen in favor of the Viper 640. If the vote had ended up a tie, the current Commodore of the GYA would then be required to vote to break the tie. Fortunately, he was not put into a position to have to do so and almost all are excited to proceed forward with implementing the Viper 640

as the new GYA Capdevielle competition boat.

Both of the manufacturers did an excellent job of making their product available along with supporting the Committee with all of the needed information to make an informed decision. As you can imagine, the persons representing the VX1 were quite disappointed, however, the bright side of this is that they will continue to build the VX1 class and the GYA will now enjoy two vibrant new classes racing at various events. The GYA thanked all of those involved for their assistance in making this selection and will now proceed forward to put together an implementation plan making the required changes to regulations, by-laws and ultimately coming up with a plan to begin use of the new boats. Some have the idea that we would begin using the new boats in 2016 and 2017 whether in a companion series or otherwise, and all suggestions are welcome.

The Committee consisted of the following:

Commodore George F. Goodall  
Vice Commodore Catherine Cromartie

Rear Commodore Michael Hage  
Secretary/Treasurer Janace Batty  
Immediate Past Commodore  
Ewell C. Potts, III  
Chairman of the Committee  
Capdevielle Chair Kevin Northrop

Bob Hodges (LA)  
Norman Vallette, Jr. (LA)  
Gary Rodgers (MS)  
Sam Hopkins (MS)  
Cesar Roca (AL)  
Josh Murray (AL)  
Tom Whitehurst (FL)  
Naomi Vandenburg (FL)

## FORMER MEMBERS:

Marcus Eagan (MS)  
Commodore Lawrence Taggart, Jr. (LA)  
Dodge Rees (FL)  
Robert Adams (AL)  
Terri Swift (FL)  
Hank Schwartz (AL)



## Capdevielle Committee

*Kevin Northrop, Chairman*

Congratulations to Bay Waveland Yacht Club on winning their 4<sup>th</sup> consecutive Sir Thomas Lipton Cup. What an impressive performance!

As many of you already know, the main item on the Semi-Annual meeting agenda was the vote for the new Capdevielle boat. Attendance was historically high with 29 clubs in attendance, and after an extremely close vote (14 to 13), the Viper 640 was the winner. As Capdevielle chairman, I was very pleased to note that many clubs that have been long absent from the inter-club series showed up and voted. I can only hope this means that these clubs will rally around their choice and join the competition in 2018.

Now that we have a verdict, the Capdevielle Committee will be working with the New Boat Committee and

Racing Rules Committee to revise the appropriate regulations and by-laws necessary to make the switch to new boat, with the intent of having a final package to vote on by the Winter meeting this January. If you have any questions or concerns about the process, please e-mail me at [Capdevielle@gya.org](mailto:Capdevielle@gya.org). On the competition front, we are down to the final two events of the year -- the Wadewitz in late September and the Race of Champions in December. Both are great events and each club is excited to entertain their GYA neighbors for a weekend of fun and competition. The final events should be very competitive as there are several clubs still in the running for the Capdevielle Banner.

# GYA Scheduling Committee

Randy Fitz-Wainwright, Chair



The Schedule Committee is still working on our new program and we will hopefully have it up and working in the next month. I know

that I sound like a broken record BUT, I really need the correct contact information and, if for some reason I send you something and you are not the person who is responsible, please do not get mad or short with me just forward it on to someone who is in charge and let me know and I will try to remove you from the group address. With the new format you will put the dates in yourself and I will edit and make changes where necessary, hopefully this will make the process easier and we will have less mistakes. We had several issues come up this year and because of this I will be making some changes at the Winter Meeting in how we edit the

schedule, if you are not a member and representative of the Host club you will not be able to move or add items to the schedule, we had a couple of events that were added to the schedule by Council members that it turns out were not only not approved by the intended host site but they were unaware that they were even named as the host site. I appreciate all your help in this process and will be sending out the information soon.

Thank you,  
Randy Fitz-Wainwright  
GYA Schedule Chairman

## 2015 VX One North American Championship

October 3 - 7, 2015  
Gulfport Yacht Club

Notice of Race

<http://www.regattanetwork.com/event/106>

[66# docs](#)



## GYA Offshore Council Summary

Review of 2015 GYA Sanctioned Events:

GORC - entries were up to 7 Boats. Sailors liked the new format

Challenge Cup - The gate marks and sailing to West of the channel was a success.

GPT to PCOLA - epic run this year, fastest ever.

GORC was awarded to The Mississippi Clubs for 2016.

GYA Offshore Champion Trophy (Circuit). Need to come up with some supporting documents & select events 2016.  
GORC GPT to Pensacola WFORC

Please contact Benz Faget if you have any ideas for regatta or know of a trophy that can be used.

-Challenge Cup Format: Talked about adding a random leg race or other feature. We will be discussing in depth at the Annual meeting.



# Sailing Judges in the GYA

The GYA has a long and illustrious history including always having highly qualified judges available for all Capdevielle and other key events. Our judges

have been a major part of the GYA maintaining a high level of quality events. This year the number of judges available for GYA events has decreased to the point where in some cases only a bare minimum number of judges could attend some events. There are several reasons behind the current situation. People are busier all the time and there is just a little less time to dedicate to the sport. Some of our judges are focusing on umpiring and no longer have an interest or the time to show up and judge at other “conventional” sailing events. We have had several of the best judges in the GYA pass away, some have retired and some are physically unable to meet some of the requirements of being a judge at some GYA events. While understanding that most sailors never want to see the inside of a protest room, I believe that most everyone would agree that in a self-policed sport like ours, sooner or later participants will see an incident differently and end up in the room. For protests, redress, and general Race Committee support I think most people can also agree that qualified judges are very important and right now the GYA on the verge of not having enough qualified judges.

There is a process within US Sailing for becoming trained and recognized as a judge. The process is not as onerous as it once was and is managed in phases. Testing (“Certification”) is required, but the tests are now being made available online to make as flexible as possible. Once “certified” an individual is covered with liability insurance through US Sailing.

**Club Judge Certification:** This one-day seminar does not teach the rules, but the person attending is provided a set of study questions and if the time is taken to properly answer the questions (they are reviewed as part of the class) , there will be no problem in handling the rules portion of the course. The course teaches general procedures and processes associated with the protests and redress, and is a really useful experience even if one de-

rides not to take the test. The cost of the class is only \$25 plus whatever the host organization charges for snacks etc. I am certified to teach the class and am willing to do so for any GYA club. Complete details for this level training are at:

[http://www.ussailing.org/race-](http://www.ussailing.org/race-officials/judges/judges-program)

[officials/judges/judges-program](http://www.ussailing.org/race-officials/judges/judges-program) If any club wants to host a seminar there is a link to the requirements on the page listed and please contact me for additional information and my availability.

**Judge Certification** is for those who seek to judge in a region of the country in addition to serving their club or local races. There is more information about this program at the same link as listed above but it initially requires a more in depth two-day seminar and additional requirements in addition to a more detailed test. **A Judge Seminar has tentatively been scheduled for February 27 & 28, 2016 at Southern Yacht Club.** Please mark your calendars and pass the word to any prospective judges. One does not have to be a Club Judge before becoming a Judge but it is a logical step.

**National Judge Certification** is for those who are already certified as Judges and who want to be able to judge and be chief judge at any event in the country.

It takes a good sailor to be a good judge and though being a judge may not be nearly as much fun, it is very rewarding and a way of giving back to the sport. One does not have to quit competing to be a judge. Please help the GYA in recruiting new judges and encourage any possible candidate to attend at least a Club Judge seminar that can be quickly arranged. Please pass the word to your sailing community and help the GYA in maintaining a supporting level of judges in our organization.

Chris Luppens  
GYA Administrative Judge  
713-498-1275  
[jluppens@ussailing.net](mailto:jluppens@ussailing.net)

# GYA Foundation News



The GYA Board of Directors selected the new boat to replace the Flying devielle boat for interclub racing beginning in 2018. The turnkey price of the new boat is estimated to be approximately \$33,500.

After much discussion, the GYA Foundation wishes to help GYA member clubs in the purchase of these new boats by accepting tax deductible contributions from GYA members, other individuals and businesses and then making grants back to the clubs. We have also looked at the possibilities of making loans to clubs but our endowment is not sufficient to underwrite this. Further, we have looked at purchasing boats and leasing them back to the clubs but don't have the financial resources for this either.

Because our plan would require very careful documentation of donations and must meet IRS guidelines for our 501(c) 3 to provide letters to donors validating the tax

deductible nature of the contributions, we feel that we should charge a small processing fee of 2.5 percent to help cover the administrative costs involved. If donors would write a check to the Foundation instead of using a credit card, the net amount to the GYA clubs would essentially be the same.

Members wishing to make a tax deductible donation should make their checks payable to **GYA FOUNDATION** and mail to:

**Michael J. Bauer-Treasurer**  
**1634 Marina Drive**  
**Slidell, LA 70458**

Please include the name of your yacht club in your correspondence.

Tod Holman  
GYA Foundation Chairman

## Sails Donated To Haiti Will Be Distributed in Ceremony Hosted by Haitian President Martelly

New Orleans Yacht Club's Mardi Gras Race Week 2015 was a resounding success in collecting sails for Haitian sustenance fishermen. Jay Smith, the regatta co-chair and POC for the Sails For Sustenance charity drive, reports that 120 sails were collected along with other items. "Our goal for 2015 was 100 sails", Smith said, "our sails from last year went over so well that President Martelly asked if he could help by inviting members of the GYA to attend and be honored at the two distribution ceremonies". The dates have not been set as of yet but is expected to be scheduled in October or November. Any GYA members who have helped promote this cause or donated items and is interested in attending these events should contact Jay Smith at [jcarlylesmith@gmail.com](mailto:jcarlylesmith@gmail.com) or leave a message for him at NOYC (504-283-2581).

Smith added that NOYC is now accepting sail donations for Mardi Gras Race Week 2016 and pointed out that old, or new, items such as hardware, lines, biminis and other covers or just about anything useful on a boat are welcome. Someone even donated an old inflatable dinghy this year and after a few repairs they will find a use for it. Finally, Smith announced that the MGRW 2016 goal will be 150 sails, concluding, "it's going to be a lot of work for this incredibly worthwhile cause and we'll need help from all of the GYA yacht clubs."



**GULF YACHTING ASSOCIATION, INC.  
ORGANIZED 1901 – REORGANIZED 1920  
PHRF**

**SAM VASQUEZ, CHAIRMAN  
OFFSHORE COUNCIL**

**THOMAS D. BEERY, JR. (SRYC) CHAIRMAN  
PHRF RATING COMMITTEE**

**BOARD OF HANDICAPPERS**

Craig Wilusz (FWYC) Sam Vasquez (GYC) Karl Boehm (TYC)  
Julian Bingham (MYC) Merlin Wilson (SYC)

**MINUTES FOR THE QUARTERLY REVIEW, SEPT. 9, 2015**

**The Quarterly Review was held Wednesday, Sept. 9, 2015 at Singing River Yacht Club. Area Handicappers present: Sam Vasquez, Karl Boehm, Craig Wilusz, Lee Creekmore representing Julian Bingham, and Tim Molony representing Merlin Wilson.**

Each Area Handicapper serves on the PHRF committee for 5 years. We rotate one change per year. 2015 is the last year for Karl Boehm, who is the Area Handicapper for the Louisiana North Shore. Karl has been an excellent Area Handicapper for the Louisiana North Shore and the GYA as a whole. After receiving recommendations from the Commodores of Area yacht clubs and other interested sailors, I was pleased to recommend Lee Eikel from Pontchartrain Yacht Club as Karl's replacement. Lee has been a very active sailor in the GYA, has owned and raced displacement and sport type boats and crewed on many others. Sam Vasquez (GYC), Chairman of the GYA Offshore Council, has made the appointment official and Lee will officially take over on January 1, 2016.

**DISCUSSION:**

**LONG DISTANCE RATING ADJUSTMENT:**

The PHRF committee recognizes that certain boats perform outside their rating range on point to point (race starts in one location such as a yacht club, city, state, or country and ends in another) or distance type races. The committee has decided to continue research from existing race results (where available) and other data to define the boats that fit in this category. It is the intent of the committee to issue a LD (Long Distance) or PT/PT (Point to Point) rating adjustment to be used in races that meet the criteria as ultimately determine by the committee. Southern California ratings for Bouy, Random Leg, and Off The Wind type courses, as compared to GYA rated boats of the same type, are part of the continuing discussion on this topic. Other regional rating areas, such as PHRF of the Chesapeake, will also be reviewed. This is a continuing study and will be reported on in the future when more definitive information is available.

**ROLLER FURLING HEADSAIL CREDIT:**

Our By-laws, Appendix – D, ROLLER FURLING CREDIT, states that “The PHRF committee may allow +6 seconds per mile in rating for a roller furling headsail and +12 seconds for a optional IN-MAST roller furling mainsail. Boats must have a SA/DSPL less than 20.01 and an inboard or saildrive (non-retractable) engine to be eligible for Credit(s).” After reviewing a list of boats with outboards the committee decided to give the Roller Furling headsail credit to outboard rated boats that otherwise meet the criteria.

The following by-laws change was proposed to allow boats rated with outboards that otherwise meet the above requirement: DELETE “Boats must have a SA/DSPL less than 20.01 and an inboard or saildrive (non-retractable) engine to be eligible for Credits(s).” ADD “Boats must have a SA/DSPL less than 20.01 to be eligible for the + 6 second roller furling headsail credit and must have a SA/DSPL less than 20.01 and an inboard or saildrive (non-retractable) engine to be eligible for optional IN-MAST roller furling mainsail credit of +12 seconds.” **DECISION:** The board accepted this proposal unanimously. A Final vote will be made at the Annual Review, scheduled for September 8, 2015.

*Continued on Page 6 - PHRF*

**PROVISIONAL RATINGS Issued since the May 6, 2015 meeting:**

All provisional ratings issued since the May 6, 2015 meeting must be affirmed at this meeting:

	<b>Base</b>	<b>Net</b>	<b>Comment</b>
Allman 31	234	246	+6 for prop, +6 for RF jib ( <b>AFFIRMED</b> )
Beneteau OC 473 SD	78	96	+6 RF jib, +12 in-mast roller furling main (in-mast RF main reported 9/11/2015)
<b>DECISION:</b> Changed rating to	90	108	Board voted unanimously for this changed based on comparison to similar boats
Formosa 46 MOD	153	180	+3 135% J, +6 RF jib, +12 RF main, +3 Shrt mst, +3 fiber glass dogr/bimini and added weight and windage ( <b>AFFIRMED</b> )
Island Packet 380	180	216	+6 110% J, +6 RF jib, +12 RF main, +12 3 blade fixed prop( <b>AFFIRMED</b> )
J-122 ODR	33	33	( <b>AFFIRMED</b> )
Pearson 424 CUT MOD	174	186	+6 short mast & added weight, +6 RF jib ( <b>AFFIRMED</b> )
Shannon 52-02 MOD	135	153	+3 no mizzen mast, +3 Bow Thrst, +3 added wight, windage & anchor windlass & chain, -3 140% Yankee tacked J +10%, +6 RF jib ( <b>AFFIRMED</b> )

**NEW BOATS RATED:**

	<b>BASE</b>	<b>NET</b>	<b>COMMENT</b>
Aloha 34	162	183	+3 hd sail, +6 RF jib, +12 3 bl fix prop
Tripp 57 Custom K/CB	129	150	+3 hd sail, +6 RF jib, +12 3 bl fix prop
King 40 ODR	30	30	Based on ODR configuration
Beneteau Oceanis 45 SC <u>ICW</u>	120	120	+6 104% J, +3 ICW MST, +3 BT, -6 3.0" sprit, -6 140% genoa flown from sprit end
Hood 38 Wauquiez	156	180	+6 11% J, +6 RF jib, +12 3 bl fix prop

**APPEALS:**

	<b>Base</b>	<b>Net</b>	
BAVARIA B1 "BAD ALICE"	117	117	Requests +9 seconds based on performance
<b>DECISION:</b> Board voted change to	123	123	+ 6 sec. Vote was unanimous based on Performance. (Tim Malony not present for the vote)
CAL 48 MOD "TIARE"	87	78	Requests +3 seconds based on performance
<b>DECISION:</b> Board voted change to	90	81	Vote was 3 for, 2 against, Vote passed.
e-33 "Skedaddle"	108	108	Requests +3 seconds (after correction in base from 102 to 106 for keel change)
<b>DECISION:</b> Board voted change to:	111	111	Vote was 4 for, 1 against, Vote passed.
SEASCAPE 27 ODR	111	111	Requests +12 sec. based on performance.
<b>DECISION:</b> Board voted change to:	126	126	+ 16 sec. Vote was unanimous based on performance and decision on the B/One.

**REVIEWS:**

	<b>BASE</b>	<b>NET</b>	<b>COMMENT</b>
<b>Beneteau OC 45 SD "Pursuit"</b>	<b>126</b>	<b>144</b>	<b>+6 110 %J, +3 BT, +12 RF in mast main -3 2.5' sprit &amp; 123% asym spnk.</b>
<b>DECISION:</b> Changed rating to:	120	126	Based on "Pursuit's" performance in GYC to PYC race against similar size/type boats, the committee recognized its error in giving this class +6 seconds at the Annual review last December. Further, the committee erred in allowing the In-Mast Roller Furling credit of +12 seconds as the SA/DSPL value is greater than allowed by our By-laws.
<b>DECISION:</b> The committee voted unanimously to set the base rating at 120 and remove the in-mast roller furling main credit of +12 seconds for this class, effective 10/9/2015.			
HUNTER PASSAGE 42	111	120	+3 135%J, +6 RF jib
<b>DECISION:</b> Board voted change to:	120	129	Vote was unanimous based on performance
HUNTER 33	165	177	+6 RF jib, +6 2 blade fix prop.
<b>DECISION:</b> Board voted change to:	171	183	Vote was unanimous based on performance
Left Coast Dart 25 SYM	111	114	+6 97 %J, -3 CF mast.
<b>DECISION:</b> Board voted change to:	114	117	Vote was unanimous based on performance (Karl Boehm not present for vote)



## EXECUTIVE COMMITTEE

### Commodore

**George Goodall (FWYC)**

Commodore@gya.org

### Vice Commodore

**Catherine Cromartie (FYC)**

Vice.commodore@gya.org

### Rear Commodore

**Michael Hage (GYC)**

Rear.commodore@gya.org

### Past Commodore

**Ewell C Potts, III (SYC)**

Past.commodore@gya.org

### Secretary/Treasurer

**Janace Batty (MYC/BuYC)**

Sectreasurer@gya.org

# GYA COMMITTEE CHAIRS

### Appeals

J. Dwight LeBlanc, Jr.

Appeals@gya.org

### Multi Hull Council

David Johnson

Multi.hull@gya.org

### Scheduling

Randy Fitzpatrick-Wainwright

Schedule@gya.org

### Bylaws

Basil Kennedy

bylaws@gya.org

### Offshore Council

Sampson Vasquez

Offshore@gya.org

### Trophy

John H. Matthews

trophy@gya.org

### Capdevielle

Kevin Northrop

capdevielle@gya.org

### One Design

Kevin Blank

One.desin@gya.org

### USSA Championships

Karen F. Reisch

Ussachamps@gya.org

### Directory Editor

Cheri L. Dillard

Directory@gya.org

### Parliamentarian

Alan McMillian

Parliamentarian@gya.org

### Youth Chair

Holly Murray

youth@gya.org

### Foundation

Dr. Todd Holman

Foundation@gya.org

### PHRF

Thomas D. Beery, Jr.

Phrf@gya.org

### Historian

Kenny Kleinschrodt

historian@gya.org

### General Counsel

Michael Mark

Counsel@gya.org

### Race Management

Clinton Edwards

Race.management@gya.org

### Webmaster

Robbie Schmidt

webmaster@gya.org

### Judges

J.C. (Chris) Luppens

judges@gya.org

### Racing Rules

Lawrence W. Taggart, Jr.

racing.rules@gya.org

### Membership

Danny Killeen, Jr.

Membership@gya.org

### Sail Measurement

Claude H. Dannemann, Jr.

sailmeasurement@gya.org

## 2015 Capdevielle Standings

*(as of Liptons)*

1	PCYC	0.9393	11	FWYC	0.7471
2	MYC	0.9138	12	BSC	0.7250
3	SYC	0.8535	13	BYC	0.6963
4	BWYC	0.8514	14	LBYC	0.6903
5	BucYC	0.8351	15	TYC	0.6739
6	GYC	0.8046	16	PYC	0.6502
7	StABYC	0.7814	17	NYC	0.6364
8	FYC	0.7613	18	JYC	0.6196
9	NOYC	0.7554	19	GLYC	0.6170
10	Pont YC	0.7539			